IN THE CLAIMS

Claim 1 (original): An internal link for aircraft having at least a first pylon which is intended for a load and provided with signal cabling, intended for e.g. countermeasure pods, and power supply, and at least a second pylon which is intended for a load and provided with power supply but which has no corresponding signal cabling, c h a r a c t e r i s e d by first signal conversion equipment in connection with the first pylon, said signal conversion equipment being connected to said signal cabling and converting signals therefrom into electromagnetic signals (12) intended to be sent through an antenna (3, 4) to the surroundings and vice versa, said electromagnetic signals having a frequency causing the signals to be rapidly attenuated in air, further characterised by an antenna (3, 4) for narrow beam transmission of the electromagnetic signals to and reception thereof from said second pylon and second signal conversion equipment in connection with the second pylon of a type equivalent to the first signal conversion equipment, whereby the second signal conversion equipment on an output has the same signal as the cabling adjacent to the first pylon, thus making it possible to use also the second pylon for loads requiring signal cabling.

Claim 2 (original): An internal link for aircraft as claimed in claim 1, c h a r a c t e r i s e d in that the first signal conversion equipment is incorporated in the load which simultaneously is adapted to perform a main task, for instance as countermeasure pod.

Claim 3 (currently amended): An internal link for aircraft as claimed in claim 1 ~~or 2~~, c h a r a c t e r i s e d in that the signal frequency in air is higher than 58 GHz.

Claim 4 (original): An internal link for aircraft as claimed in claim 3, c h a r a c t e r i s e d in that the signal frequency in air is 77 GHz ± 5 GHz.

Claim 5 (new): An internal link for aircraft as claimed in claim 2, c h a r a c t e r i s e d in that the signal frequency in air is higher than 58 GHz.